

# Buoy 13

VOLUME XXXII NUMBER 2

SUMMER 2009

NEWSLETTER OF THE THIRTEEN U. S. COAST GUARD DISTRICT AUXILIARY

## BLORE NEW 13<sup>TH</sup> USCG DISTRICT COMMANDER

Rear Admiral Gary Blore assumed his previous duties as the Assistant Commandant for Acquisition and Chief Acquisition Officer (CAO) in July 2007. In this capacity, he directed efforts across all Coast Guard acquisition programs and related procurement management, contracting and research and development activities to support the Service's current \$27 billion acquisition investment portfolio. On 14 July 2009, Rear Admiral Blore assumed the duties of 13<sup>th</sup> Coast Guard District Commander as he relieved John P. Currier who has been promoted to Vice Admiral and assigned to become the Coast Guard Chief of Staff by the Commandant of the Coast Guard.

A 1975 graduate of the U.S. Coast Guard Academy, Rear Admiral Blore initially served aboard the medium endurance cutter *Venturous*. In 1976, he commenced flight training at Naval Air Station Pensacola, Florida, and was designated a Coast Guard Aviator. From 1977 until 1982, he served as a helicopter aircraft commander at Coast Guard Air Station Brooklyn, N.Y., deploying frequently aboard cutters in the Caribbean. During that tour, he participated in the U.S. response to the Cuban Refugee Crisis of 1980. After a subsequent tour as a Program Reviewer and Budget Analyst for the Coast Guard Chief of Staff at Coast Guard Headquarters in Washington, D.C., he transitioned to Coast Guard "Guardian" fan-jets in 1988 and served as an aircraft commander at Coast Guard Air Station Cape Cod, Mass. While there, Rear Admiral Blore deployed as executive officer of a 28-member aviation detachment to Manama, Bahrain, during Operations

Desert Shield and Desert Storm. In 1992, Rear Admiral Blore became the Group Operations Officer and then Deputy Group Commander for Coast Guard Group and Air Station, Corpus Christi, Texas. Following that assignment, he was selected to attend the Air War College, in Montgomery, Alabama, where he studied national security issues.

In 1997, he became the fourteenth Commander of Group/Air Station Astoria, Oregon, where he directed Coast Guard air and motor lifeboat operations along the Oregon and Washington coast.

Following a three-year command tour, Rear Admiral Blore returned to Coast Guard Headquarters in July 2000 for assignment as Chief, Office of Aviation Forces, with programmatic oversight for all 30 of the Coast Guard's air stations and facilities. From July 2002 to July 2004, Rear Admiral Blore served as the Coast Guard's Chief, Office of Budget and Programs for the Assistant Commandant for Planning, Resources and Procurement. He was responsible for formulation, justification, and programmatic execution of a \$7 billion budget, Coast Guard policy review, and coordination of external outreach. Upon promotion to flag rank in September 2004, Rear Admiral Blore served as Special Assistant to the President. In that capacity, he was the Homeland Security Council's



*Coast Guard Rear Adm. Gary Blore, assistant commandant of acquisitions, became the 13<sup>th</sup> USCG District Commander on 14 July 2009. U.S. Coast Guard photo by Petty Officer 2nd Class Kristofer Navarro*

**BLORE CONTINUED ON PAGE 4**

# USCG AUXILIARY BUOY 13

## HOMELAND SECURITY UNITED STATES COAST GUARD OFFICERS 2009

Commandant	ADM Thad W. Allen
D-13 District Commander	RADM Gary Blore
CHIRAU	CAPT Mark Rizzo
D-13 Chief of Staff	CAPT Anne Ewalt
D-13 Prevention Division Chief	CDR Andrew Palmiotto

### DISTRICT THIRTEEN DIRAUX OFFICE

DIRAUX 13 <sup>th</sup> District	LCDR Andre Billeaudeau, USCG
Ops Training Officer (OTO)	CWO2 Stephen Jones, USCG
DIRAUX Staff	SK1 Kenneth Hailey USCG
DIRAUX Staff	Shirley Blanchett
DIRAUX Staff	Charles K. Claytor

### AUXILIARY ADMINISTRATIVE ASSISTANTS TO DIRAUX

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AUXOP Testing Coordinator	Jack Feather

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Director of Auxiliary	LCDR Andre Billeaudeau
District Commodore	COMO Dennis Hoppman
District Chief of Staff	Peter Raiswell, DCOS
District Captain-North	Stephen M. DeMaggio, DCAPT-N
District Captain-East	Kathy Goodwin, DCAPT-E
District Captain-South	Dean Wimer, DCAPT-S
President, Past Captains' Assn	Larry Graves
IPDCO 13	COMO Bruce Miller

### NORTHERN AREA

Division 1 Commander	Richard Coons
Division 2 Commander	John E. Burreson
Division 3 Commander	Bob Hayes
Division 4 Commander	Grant Winther

### EASTERN AREA

Division 8 Commander	Shirley Swingley
Division 10 Commander	Jim Armstrong
Division 11 Commander	Penny Wonenberg

### SOUTHERN AREA

Division 5 Commander	Ellen Karan
Division 6 Commander	Mel Chaput
Division 7 Commander	Douglas R. Balkema

### 2009 DISTRICT STAFF OFFICERS

District Commodore's Aide	Jan K. Jenne	D-AD
District Administrative Aide	Bonnie Kesson	D-AA
District Administrative Aide	Sharon Reseck	D-AA
District State Liaison	Larry Graves	DSO-SL
State Liaison - WA	Bonita Harding	SLO-WA
State Liaison - OR	Leora Johnson	SLO-OR
State Liaison - ID	Larry Graves	SLO-ID
State Liaison - MT	Tommy Cockerham	SLO-MT

Secretary of Record	Jo Ann Grubb	DSO-SR
Flight Safety Officer	John E. Defeo	DFSO
DSO Navigation Systems	Joe Baney	DSO-AN
DSO Aviation	John W Warner	DSO-AV
DSO Communications	Frank McJunkins	DSO-CM
DSO Comm. Services	Bruce Miller	DSO-CS
DSO CG Mutual Assistance	JoAnn Grubb	DSO-CG
DSO Finance	Maggie M. Albert	DSO-FN
DSO Information Systems	Theodore Schiesswohl	DSO-IS
DSO Legal	Edwin Simmers	DSO-LP
DSO Materials	Matt Epstein	DSO-MA
DSO Marine Safety	Lou Herrick	DSO-MS
DSO Member Training	Garrison L Bromwell	DSO-MT
DSO Operations	Fred Bell	DSO-OP
DSO Public Affairs	Bruce Miller	DSO-PA
DSO Publications	Patrick L. Wills	DSO-PB
DSO Public Education	Keith E. Harding	DSO-PE
DSO Personnel Services	Emily M. Chaput	DSO-PS
DSO Program Visitor	Vincent W. Debenedette	DSO-PV
DSO Vessel Examination	Joseph LeCointe	DSO-VE
D-13 Historian	Robert J. Lyden	
AUX-C Seattle	Mary Ann Chapman	
AUX-C Portland	Todd Mains	

### 2009 D-13 DEPARTMENT HEADS

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Logistics	Theodore Schiesswohl	DD-CL
Planning and Readiness	John Thoma	DD-PL
Prevention	Craig Brown	DD-CP

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*Mandy White, FSO-PA for Flotilla 65 conferring with crew of Helo 6021 before they launch during RBS activities at Foster Lake. USCG Aux Photo by Lee White*



*Emily Chaput, DSO-PS conducts VE check at Foster Lake during RBS activities of Flotilla 65 on 23 May 2009. USCG Aux Photo by Mandy White.*



*Rear Admiral John Currier  
departing Commander, 13th USCG District*

## GREETINGS TO MY THIRTEENTH DISTRICT AUXILIARY TEAM

Congratulations! You have all made highly valuable contributions and provided assistance in enabling your organization reach its 70<sup>th</sup> Anniversary! This anniversary is known as the Platinum Anniversary and, like the metal itself or your committed volunteerism; it is indeed a rare commodity in today's world.

I am struck by how appropriate Platinum is in recognizing our region's one thousand and eight hundred Coast Guard Auxiliary men and women. It's notable that you carry out your day-to-day duties wearing Platinum stripes and lettering on your uniforms as you unselfishly service the myriad challenges borne by your nation.

In the spirit of this celebration, I can assure you that your Auxiliary assistance and support to the U.S. Coast Guard is worth its weight in Platinum and then some...

- \* Your Professionalism is Priceless to the Safety of our region's inhabitants;
- \* Your Dedication and Readiness are Priceless to the Capabilities of our small service and;
- \* Your Commitment to Excellence, Teamwork and Bravery are Priceless to the Lives of scores of northwest citizens who are here today because of you!

Today in recognition of your extraordinary service, you have been honored with a well-deserved Coast Guard Unit Commendation. This prestigious award was presented in a ceremony headed by the Commandant in Washington D.C. and will be made available to all of our Auxiliary members who served during the past decade.

I wish you all the best in your 71st year. Modernization, re-organization and major shifts to online business and collaboration tools are just a few of the upcoming service challenges you will most certainly be part of. However, Recreational Boating Safety, your core business practice, will still depend on your continued public outreach, teaching and training. There is nobody who does this as well as you do - keep up the great work.

I know you will continue to persevere, adapt to our service's changes and rise to meet the evolving needs of the U.S. Coast Guard. At the end of my very brief tenure as District 13 Commander, I would like to offer profound thanks for your service to our nation.

Semper Paratus!

John Currier, Rear Admiral  
Commander, Thirteenth Coast Guard District

### BLORE CONTINUED FROM PAGE 1

Senior Director for Border and Transportation Security.

Rear Admiral Blore is a DHS Level 3 Program Manager and holds a Bachelor of Science degree in economics, with honors, from the U.S. Coast Guard Academy. He also has a master's degree in public policy and administration from Columbia University, where he was selected as an International Fellow. His personal decorations include five awards of the Legion of Merit, two Meritorious Service Medals, two Coast Guard Commendation Medals and the Transportation 9-11 Medal, as well as other service and campaign awards.



## Seventy Years of service

### A LOOK AT THE USCG AUXILIARY – 1939 TO 2009

*LCDR Michael A. (Andre) Billeaudeaux, DIRAUX D13*

As we celebrate your service's 70<sup>th</sup> Anniversary, I've been pondering the year 1939 with an analytical curiosity – one which goes beyond the founding of what would be the USCG Auxiliary. I've been thinking quite a bit about the Auxiliary in the context of national and global parallels; those loose chronological relationships between your service and other 70-year-old businesses, issues or challenges that defined that year but, in some way, still have business impacts or implications today.

#### **Operations, Communications, Training & Planning**

In 1939 aviator Amelia Earhart was officially "given up as dead" thus ending an extensive search by U.S. Navy, U.S. Coast Guard and various other vessels in the South Pacific. Hers was supposed to be the longest around-the-world flight attempted -- 29,000 miles -- but ended in mystery.<sup>1</sup> However, her story and the lessons learned from her loss and subsequent search have risen to legendary status.

Today's Auxiliary aircraft pilots, for instance, have benefited from improvements in air to ground radio, two-way communications and thorough flight planning; items found lacking in the post-accident Coast Guard reports prior to losing contact with Earhart. Closer to the surface, the extensive search launched over thousands of miles of oceans and small islands ultimately contributed to today's art of coordinated open-ocean search and international command and control (C2) tactics at sea. Finally, one only need to consider the tie-ins to our current Auxiliary pre-mission planning, our holistic approach to operations now featured in Team Coordination Training and even the various levels of our ICS training emphasizing coordination and communication to see that Earhart's 1939 legacy and lessons in risk reduction are still with the Auxiliary seventy years later.

<sup>1</sup> USN History, Amelia Earhart Information, <http://www.history.navy.mil/faqs/faq3-1.htm>

#### **Expanding Roles – Growth Over Seven Decades**

In 1939 our nation's first "Auxiliarist" set off to patrol our near-shore regions while inland, another seventy year odyssey had begun: Bill Hewlett and Dave Packard went on a two-week camping and fishing trip and, a few weeks later in 1939, decided to launch today's IT giant Hewlett Packard. They had two employees and just over \$5,000 in startup funds. Both HP and the USCG Auxiliary share a legacy of humble beginnings with a limited business model.

Hewlett Packard's first products were oscillators and they sold them to only one other company - Disney. Similarly, your humble Auxiliary beginnings had you, the Coast Guard "Reserve", doing patrols in support of the Federal Boating and Espionage Acts.<sup>2</sup>

In 2009, however, HP and Auxiliary products and services are far ranging, complex and influential in reaching an incredible amount of niches with world-wide impact. While HP's products now include printing, computing and commercial IT infrastructure your Auxiliary "product" range has grown to include international translation services, port state control boardings, medical, communications, photography and of course public education just to name a few.

#### **Four Cornerstones at the End of the Rainbow**

Nineteen Thirty Nine was also the year that the movie the [Wizard of Oz](#) was released. For those readers who have never seen this movie (perhaps there's one of you who has been living under a rock your whole life) some explanation is in order.

The movie features a schoolgirl named Dorothy who dreams of a better place to live "somewhere over the rainbow." A tornado takes her to a strange place where she befriends a Scarecrow, a Tin Man, a Cowardly Lion to help her (and her dog) find her way home. Dorothy's assistants, in turn, hoped to receive a brain, a heart and courage (respectively).

Now, in the context of this classic, consider that the Auxiliary's own daily mission is also reliant on the assistance of "close affiliates." The first of our three

<sup>2</sup> Auxiliary History at: <http://www.history.auxpa.org/>

**A LOOK AT CONTINUED ON PAGE 6**

## A LOOK AT FROM PAGE 5

“friends” help us define what we do, how we do business and guide us in prioritizing our daily challenges.

These three guides may be seen as the Scarecrow -- our Courtesy Marine Examinations (it takes Brains); the Tin Man -- our Public Education (it takes Heart) and the Lion -- our Operations (it takes Courage). Our fourth Auxiliary cornerstone, Fellowship, most certainly would take the form of Toto, who is Dorothy's trusted hometown companion and ardent supporter. Remember it is Toto who stuck with Dorothy throughout her challenging ordeal -- except when the flying monkeys stole him away -- darn aviators!

Finally, in the movie's best RBS education parallel, Dorothy learns from the good witch (perhaps the Auxiliary) late in the movie how to finally use her personal protective equipment – the *PPE she'd been wearing but didn't know how to use*. Like a lifejacket, she realizes that through proper use, her ruby shoes would be able to *get her home safely*.

I hope that this 70<sup>th</sup> Anniversary perspective allows you to take a fresh look and appreciate our long and rich organizational history of working together in serving our nation.

Semper Paratus! DIRAUX



**LCDR Andre Billeaudeaux,  
DIRAUX D13**



**The Lion -- our Operations  
(it takes Courage)**



**Scarecrow -- our Courtesy Marine  
Examinations (it takes Brains)**



**The Tin Man -- our Public Education  
(it takes Heart)**



**Our fourth Auxiliary  
cornerstone, Fellowship,  
would take the form of Toto**



*Dorothy learns  
from the good  
witch (perhaps  
the Auxiliary)  
late in the movie  
how to finally use  
her personal pro-  
tective equipment*





## WHAT ARE WE SUPPOSED TO BE DOING?

*Peter F. W. Raiswell*

*Chief of Staff*

“What a silly title for an article” you may be saying to yourself about now, “I know what we are supposed to be doing! We’re part of the Coast Guard, and we do Coast Guard work.”

Yes, we are part of the Coast Guard, but are we all clear about what we are supposed to be doing to support the Coast Guard? As I travel around I see many extraordinary and magnificent things about our organization and its achievements, but two things stand out. One, we have just about as many reasons for being involved as we have members. Each of our motivations to join and stay involved are as unique and personal as we are as individuals. Secondly, we have almost as many definitions of what we are supposed to be doing as we have members.

Yes, I know that’s a broad generalization and is subject to the same criticism of many broad generalizations. But it does point to a certain confusion, or even difference of opinion, in the minds of many of us as to the range and depth of “what we supposed to be doing”.

So let’s look at a couple of pieces of guidance. Firstly, we have the Commandant’s statement ( look at it at [http://www.auxnaco.org/documents/Auxiliary\\_Policy\\_Statement.pdf](http://www.auxnaco.org/documents/Auxiliary_Policy_Statement.pdf) if you’ve not read it recently) which says in part:

“Fittingly, the core strategic purpose of the Auxiliary is to continuously hone its expertise to perform three prioritized functions:

- (1) Promote and improve recreational boating safety;
- (2) Support Coast Guard maritime homeland security efforts; and
- (3) Support the Coast Guard’s operational, administrative, and logistical requirements.”

Then let’s look at the National Commodore’s Strategic Vision statement (<http://www.auxnaco.org/>) :

“The Coast Guard Auxiliary will continue to meet America’s changing maritime safety and security challenges, through a balanced allocation of resources towards our recreational boating safety and maritime domain awareness missions.”

Both of these statements talk about multiple missions and the requirement to achieve a balance between them as dictated by need and circumstances. Not just RBS, not just augmentation, not “just” anything. But a full array of tasks, opportunities and needs that we can meet. Exactly which task each one of us chooses to work on depends on time, place, circumstances and our own individual abilities, skills and interests. Individually we have a choice as there are many, many opportunities. One of the great challenges that faces a member is to find out what these opportunities are, and how to be involved. As individuals our task is to find out where we fit, and then do it.

That’s where leadership comes in.

As leaders our task is to make sure that we serve our members by ensuring we present all the opportunities in an even-handed manner. Many of



*13th District Auxiliary Chief of Staff  
Peter Raiswell*



**DCOS CONTINUED ON PAGE 8**



means finding out about the opportunities and constantly bringing these opportunities forward at flotilla meetings, at division meetings, area meetings and district meetings. It means finding out about each member's individual skills and interests so you can help and guide. All of us involved in the leadership and management of this organization share that responsibility, from Flotilla Commander to the Commodore. If a member is able to find and do a job that provides him or her satisfaction and enjoyment then that member is more likely to stay with us than if they don't find that home within the organization. It takes a while, which is why mentoring is so important. Not just for the first month, but all the way though a career as we progress and take on new challenges. I could not function without my mentors who help and guide me – sometimes even without my asking!!!

So, let's not talk about "either/or", but rather "both/and" when it come to what we do. Present the full range of opportunities, then help people to become proficient in their chosen areas. Our missions will benefit and our members will benefit. To me that sounds like a good outcome.

Semper Paratus.

To: ALAUX

From: CHDIRAUX

## ALL HANDS - MODERNIZATION UPDATE -028/09

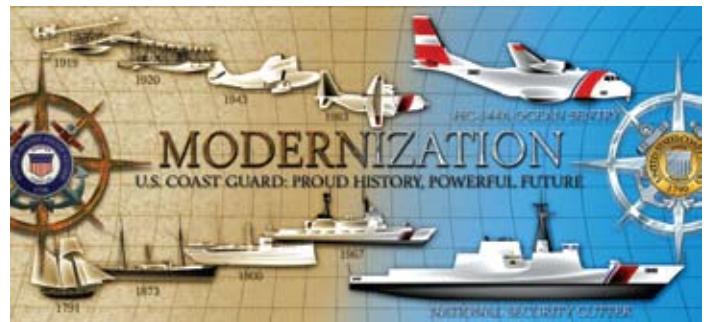
To the Men and Women of the United States Coast Guard:

I am pleased to announce that we have earned a significant positive endorsement of our Coast Guard Modernization Efforts. In the spring of 2008 we engaged the National Academy of Public Administration (NAPA) to conduct a third-party, independent review of our planned Modernization. Following their comprehensive analysis, NAPA issued a final report that documents their full, unqualified support for Coast Guard Modernization.

NAPA <http://www.napawash.org/> is a non-profit, independent coalition of top public management and organizational leaders who tackle the Nation's most critical and complex challenges. Their year long, in-depth study included an extensive evaluation of our Modernization planning approach, an assessment of its alignment with the Coast Guard's stated goals, critical identification of potential risks and weaknesses, as well as key recommendations to help improve our efforts. Coast Guard Senior Leadership places a high value on their external review and objective assessment.

We remain committed to transparency. Since we all own Modernization, I encourage you to read NAPA's "Coast Guard Modernization Study" and "Financial Transformation Study" which are posted here <http://www.uscg.mil/modernization>. Both are being shared with our Congressional and external stakeholders. They are also available under the "Modernization Section" of CG Central <http://cgcentral.uscg.mil/>. In a separate assessment, the GAO also validated our Modernization efforts <http://www.gao.gov/products/GAO-09-530R> by referencing the NAPA report and concurring with their conclusions.

We recently received a thorough out-brief from the NAPA Panel. Echoing the report, the Panel provided a complete endorsement of the objectives of our Modernization plans. They also identified several areas



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**MODERNIZATION FROM PAGE 8**

where we must sharpen our focus as we move forward with the organizational changes that will prepare our Service to meet the maritime challenges of the 21st century.

I am fully dedicated to incorporating NAPA's conclusions and the work has already begun. One of NAPA's recommendations is to establish a "Modernization Implementation Guidance Team" to advance our goals, and capitalize on the hard work completed so far.

Over the past two years the Coast Guard Strategic Transformation Team (STT), under the leadership of recently promoted Vice Admiral Jody Breckenridge, has managed the planning of our Modernization Efforts. As we transition to the more detailed implementation phase of Modernization, we have firmly embedded the STT's change management capability into the organization. The result is the Enterprise Strategy, Management, and Doctrine Oversight Directorate (CG-095) which was recently established as a direct report to the Vice Commandant. CG-095 is responsible for synchronizing the various Modernization implementation efforts as we move forward. They will be able to tap the expertise of the Coast Guard's Organizational Performance Consultants (OPC's), who will add great value in developing the performance metrics that the NAPA panel recommended.

I have also directed the Vice Commandant to serve as the single point of accountability to ensure our Modernization objectives are achieved. The goal is to create a change-centric culture that is highly adaptive to changing requirements, new opportunities, and demand signals from the public we serve.

The time is right to finalize a comprehensive business case for our Modernization Efforts. While not published in a single document, the tenets of the business case have been widely reflected in various official documents, including the FORCECOM and DCMS Business Plans, the Modernization Congressional Report, and past GAO & OIG reports on readiness and mishaps. Following one of NAPA's recommendations, I have directed the development of a more clear and quantifiable business case to include the metrics necessary to track Coast Guard Modernization's progress and its effects on mission execution.

NAPA's endorsement of Coast Guard Modernization is an important milestone, but plenty of hard work remains. We will continue to enhance our strong professional relationships with the unions that represent our civilian workforce. We will ensure our organizational changes reflect our commitment to the entire workforce and meet our labor management obligations. In addition, we will remain within the bounds of our current legal authority while we work with the 111th Congress to obtain the critical legislative authority necessary to achieve a fully modernized Coast Guard.

We are creating a better Coast Guard through Modernization. By positioning ourselves to be more flexible, agile, and change-centric, we will improve our service to the Nation and enhance every Guardian's ability to protect, defend, and save. You can stay informed of our Modernization Efforts by visiting these websites:

FORCECOM: <http://iforcecom.blogspot.com> .

OPCOM: [http://cgweb.lant.uscg.mil/Lantarea/OPCOM/OPCOM\\_HOME.html](http://cgweb.lant.uscg.mil/Lantarea/OPCOM/OPCOM_HOME.html).

DCMS: <http://dcmslog.blogspot.com> .

Thanks for your continued hard-work and dedication to our Coast Guard. Semper Paratus!

*Admiral Thad Allen*

*Commandant, U.S. Coast Guard*

## DISTRICT CAPTAINS REPORTS (DCAPT)

### DCAPT – EAST KATHLEEN GOODWIN

The majority of members in the Eastern Area witnessed a severe winter filled with mountains of snow and cold temperatures. During that period of time, Auxiliarists showed their devotion in conducting Auxiliary missions by standing watch at PA Booths at Cabellas, NW Fish & Game Show, Yakima & Pasco Sportsmen's Shows, Montana Boat Center, One Way Maine, Kalispell Marine Dealers, Wallace Marine, Missouri Marine, Spokane and Boise Boat Shows. Participation at the Great Rockies Sports Shows brought Div.10 the establishment of two new detachments located in Billings and Lewistown.

As the snow began to melt, we participated in the St. Patrick's Day Parade, Nez Perce Co. Fairgrounds Booth, Kootenai-Shoshone Library "Going Green" Workshop, Coeur d'Alene Children's Safety Fair, and Earth Day MS/Sea Partners Booth. Many of these events featured PFD Panda appearances as well TV coverage and interviews regarding the Auxiliary's missions as well as the mandatory boating safety education law. Many ABS, BS&S and Weekend Navigator classes were taught. Members attended First Aid, CPR, ICS-210, TCT, IT & OPS workshops & classes. Our Air Ops Program conducted regular Maritime Domain Awareness Flights patrolling the Snake to Columbia Rivers looking for spills, pollution and river, dam and barge traffic.



Spring weather finally came to the Eastern Area which resulted in outdoor PA Booths and VSC Stations during National Safe Boating Week. Also included was TV coverage of Auxiliarists promoting the safe boating message on the docks as well as the Spokane Armed Forces Torchlight and Selah Days Parades. Joint VE & Safety Booths were partnered by Division 10 and Fish, Wildlife & Parks at Salmon Lake and Elmo State Parks and short boating safety courses were taught at the Costco in Helena. FW&P/Walleyes Unlimited/MT Aux. took part in an on the water fishing event for kids. Seven radio stations serving western and central Montana were presented with PSA materials that will be airing throughout the boating season. PV qualified members have visited over 200 businesses on a weekly/monthly basis throughout this time period.

A communication tower and SPOT radio checks were successful on Lake Wanapum. SPOT radios were also tested on Lake Roosevelt and those lakes in Montana with limited communications. Division 11 OPFACS participated in a two day on the water Marine Sheriff's Deputy Training. Memorial Day Patrols on Lake Wanapum and Lake CDA resulted in 6 SAR's, 20 lives assisted, 75K property assisted and 1400 RBS contacts. Swim practice sessions & CDA Ironman Triathlon patrols used OPFACS in various capacities which served in assisting many swimmers. Weekend patrols will continue on all bodies of the Eastern AOR. Direct Support includes assisting at George Loran Station, Spokane Recruiters, Kennewick ATON Station & Port State Control at SECSEA.

To say that I am proud of Eastern Area Auxiliarists is an understatement! Their character, integrity, professionalism and devotion to duty are truly remarkable! Have a wonderful summer! I looked forward to visiting with you at the Eastern Area Conference that was held in Coeur d'Alene, Idaho on 10-12 July.



**DCAPT CONTINUED ON PAGE 11**





## DCAPT – NORTH

STEVEN DeMAGGIO

Ahoy Shipmates,

Due to the closure of the Hood Canal Bridge the date for the Great Northern Area Training Session (GNATS) has been changed from the weekend of May 30<sup>th</sup> to the weekend of October 9<sup>th</sup>. The location of GNATS will be Oak Harbor, Washington. The Oak Harbor Yacht Club has graciously extended the use of their club facilities for the event.

Skagit Valley College, which is located just across the street from the Oak Harbor Yacht Club, has provided us with all of the classrooms that we need for our presentations. We will kick off the event on Friday, October 9<sup>th</sup> at 1800 hours with a fellowship Cookout at the Yacht Club, which is famous throughout Oak Harbor. You can cook your own burgers over the coals then help yourself to all of the trimmings. Several types of salads and beans will be available buffet style. We will have our own room upstairs to enjoy the lavish surroundings, food & fellowship.

Saturday, October 10<sup>th</sup>, finds us at the Yacht Club at 0815 for an organizational meeting prior to attending the various interesting and relevant offerings conducted in the classrooms at Skagit Valley College.

At noon we have a Deli Buffet lunch at the Yacht Club, classes and presentations will continue for the rest of the afternoon. In the evening there will be a fellowship hour, followed by a banquet. There will be awards, presentations, introduction of our honored guest, featured speaker, and more.

On Sunday, October 11<sup>th</sup>, there will be a Continental type breakfast to assist you on your departure.

As soon as we have the training schedule finalized I will forward it to the Area Commanders for distribution. We have a great schedule in the works and will be looking forward to seeing you all there.

## DCAPT – SOUTH DEAN WIMER



SEVEN DECADES! Wow, that is just a few more years than I have been on this planet! Congratulations to every Auxiliarist! What a commendable record you have attained! Congratulations on the Unit Commendation being issued by Commandant Thad Allen!

How was this achieved? Dedication and team work by members of every flotilla in this nation! Many sacrifices of personal time and money brought the results that the Commandant listed in his message. A great achievement!

**“THESE UNDAUNTED VOLUNTEERS HAVE PERFORMED OVER 1.2 MILLION RECREATIONAL AND COMMERCIAL FISHING VESSEL SAFETY CHECKS, OVER 980 THOUSAND HOURS OF BOATING SAFETY COURSE INSTRUCTION, AND MORE THAN 7.7 MILLION HOURS OF OPERATIONAL SUPPORT AND PATROL MISSIONS. THE COSTS OF SUCH PERFORMANCE HAVE ALSO BEEN OVERWHELMINGLY BORNE BY AUXILIARISTS AS THEY HAVE LOGGED OVER 23.7 MILLION HOURS OF STAFF WORK, TRAVEL, PREPARATION, TRAINING, AND SELF-ADMINISTRATION.**

**THIS HAS ALL BEEN UNSELFISHLY DELIVERED AS AUXILIARISTS HAVE STOOD SIDE BY SIDE WITH THEIR COAST GUARD COUNTERPARTS TO CONFRONT AND OVERCOME A ROLL CALL OF CHALLENGES: Y2K, 9/11, HURRICANE KATRINA, AND MANY OTHER NATURAL AND MAN-MADE DISASTERS.**

Think about this a moment. Could these achievements been even greater? What if every single member put in just one more hour of service per year or better per





month? What if every member brought in just one new active member per year? Can these things be done? Yes, it should not be hard to achieve if we set these as goals.

At this time, we are nearing or have just crossed the half way point of the year 2009! Have we achieved to date, more than we did last year? If not, then we need to rededicate ourselves to finishing the year with greater effort and success!

It is time to check your goals and adjust your efforts accordingly! Maybe you need to set higher goals for the remainder of the year.

Now is the time to be thinking about your leadership for the year 2010! Who in your organization has demonstrated leadership? Who in your organization has taken the training to prepare to become a better leader? Who has helped other members achieve their goals and encouraged members to become leaders?

Selection of your leader for next year is serious business! The leader you select needs to be an individual who can motivate, delegate, counsel, advise, guide, compliment, discipline, problem solve, collaborate, share, set the example and demonstrate military bearing and grooming. The leader you select needs to demonstrate the pride and integrity of our Coast Guard! The leader you select must make you feel important to your organization and valuable to the Coast Guard. Big shoes to fill choose carefully!

Again, Congratulations upon the completion of seventy years of US Coast Guard Auxiliary service to the US Coast Guard and the United States of America!



## INNOVATION COMES TO THE AUXILIARY!

*Joe Engel, D-AA*

My fellow Auxiliarists, I'm Joe Engel. I've recently appointed as District 13, D-AA (DIRAUX Administrative Assistant) for Innovation. I'm writing to briefly explain the Auxiliary Innovation Initiative Program and to encourage your participation in this important, new Auxiliary program.

The Innovation Program is the USCG initiative developed to drive innovative ideas forward through various levels of USCG command and/or Auxiliary management. The goal is to gather ideas and suggestions from all levels of the Auxiliary and to push these through a formal vetting process which will ultimately result in funding of implementation action plans as well as recognizing and rewarding you for your participation. This program is specifically designed to consider "ALL" ideas and proposals. Your innovative ideas pertain to the USCG or the Auxiliary.

The USCG's rollout of this program was always open to the Auxiliary. Both the USCG and our own D13 Auxiliary leadership desire and encourage a large Auxiliary participation. Because the mechanics of participation through the USCG system prevent the majority of Auxiliarists from gaining access, Our DIRAUX, LCDR Billeaudeaux has set up an Auxiliary version of the Innovation Program which provides us (the Auxiliary) with an easier way to participate. He has appointed me to manage that participation. You begin your participation in our Innovation Program at a specially created and password protected Auxiliary website called Maritime Information Initiative (MII) located at: <https://www.chds.us/?special/info&pgm=Maritime>

To participate in the program you must register yourself with a username and password and request access.





## CITIZEN'S ACTION NETWORK — VOLUNTEER FOR THE U.S. COAST GUARD

HOSTED BY NAVAL POSTGRADUATE SCHOOL CENTER FOR HOMELAND DEFENSE AND SECURITY

### INNOVATION CONTINUED FROM PAGE 12

The process is very easy.

- 1) Surf the web to: <http://www.chds.us/?special/info&pgm=Maritime>
- 2) Click on “[If you do not have a CHDS website account, begin by creating one](#)” hyperlink in the middle of the page
- 3) Complete the simple: “First Step: Request an Account” form and click “Submit Information” at the bottom.

Note – Official Email = your email address

Agency = USCG Aux

Position = member

Government Tier = Federal Government

City, County, Tribal.... = USCG Auxiliary

Work Address = your address

4) You will receive an email within minutes providing you with a username and password. (You may change your credentials once you have successfully logged into the website). The email will contain additional instructions to be further authenticated on the private Auxiliary MII site. Enter the MII space and your almost there.

5) Scroll down to the “**Auxiliary Innovation Idea and Project Workspace**” and you’re there!

You will see there are currently five categories where your ideas can be submitted. If none of these seem to fit your idea, use the “D13 Aux Innovation // Management /Qualifications -- [Best Practices...](#)” category.

Initially, what you will find in the “**Auxiliary Innovation Idea and Project Workspace**” will be pretty thin; we’re just getting started. But remember, the ideas come from you, all of you. The more you participate, the more we respond. What I can promise is your ideas will be heard. Your ideas will be responded to and you will be provided with a notification of the outcome of your idea.

Here’s the bottom line: Who of us in the Auxiliary have not scratched our head in wonderment at some seemingly ineffective Auxiliary or USCG practice or process and felt there was an easier and more effective way to do things. Perhaps you even suggested a better way to your up-chain leadership. But your idea was soon lost in the background noise and nothing ever came of it. Here’s a place where your ideas will be heard and responded to – guaranteed! No idea is dumb, all ideas will be given consideration. So let’s hear from you!

If you want more specific information or clarification look through the posts on “How to Participate” at the **Auxiliary Innovation Idea and Project Workspace**” site or email to me at [aux@jre.com](mailto:aux@jre.com). I’m looking forward to hearing from you.



## DISTRICT STAFF OFFICER REPORTS (DSO)



### DSO-Navigation Systems: By Joe Baney

Our goal in Service to the US Coast Guard is Prevention, Accuracy, Credibility and Professionalism.

I am in the process to set up a website for our Navigation Systems Division with a variety of Study Guides and References for AV's in our District.

What follows is some general information for Chart-Updating.

### Pertaining to Aids to Navigation – Not Reportable Charted Features:

If an aid, Federal or Private, is not listed in the Coast Guard I-ATONIS database, it will never be listed in the Light List or be charted by NOAA. The authoritative source on information for NOAA is I-ATONIS and the main communication link to NOAA from the Coast Guard is the Local Notice to Mariners (LNM).

Your ATON or PATON discrepancy reports should be sent to the CG Unit that manages the aids in your AOR. The CG Unit evaluates the discrepancy report and, if necessary, notifies the DPW (Department Prevention Waterways) in our District. The DPW may decide to make corrections in the Coast Guard Aid to Navigation database I-ATONIS. Entry to this database automatically generates entries to the LNM – Local Notice to Mariners. NOAA uses the LNM as their authority to make changes to a NOAA Chart.

If NOAA gets input regarding aids to navigation from other sources, they must contact the Coast Guard who has to push the query back down the chain to the CG Unit to verify the issue before any changes to an aid can be made on a NOAA chart.

**Note:** All updates of Short Range Aids to Navigation on NOAA Charts are now generated through I-ATONIS. As indicated above, corrections usually originate from the CG ANT (Aid to Navigation Team) to the DPW (Department Prevention Waterways) in our District. Once the update is reviewed and corrected in I-ATONIS, NOAA is notified through the LNM, which is automatically generated from I-ATONIS. This is an authoritative source for NOAA that they use to make corrections on NOAA Charts. You can view these changes as charted within a few weeks of their publication in the LNM via on-line NOAA Charts.

Here are some other issues to look for when checking a Short Range Aid to Navigation. These discrepancies are reportable as chart updates:

**The symbols and abbreviations for the aid on a NOAA chart are incorrect and do not match the Light List data.** Charted symbol and abbreviation errors are reportable as chart updates to NOAA.

**The name of the aid is not correct.** Erroneous names are reportable as chart updates to NOAA.

**The aid is not charted correctly.** Compare the latitude and longitude for the aid in the Light List to the charted latitude and longitude. When you observe a difference, report it as a chart discrepancy to NOAA. Do not confuse this error with an observed aid off-station discrepancy report that is always made to the US Coast Guard.

However, your on-scene GPS observation of the aid may add an additional error dimension. Make all aid off-station reports to the Coast Guard, not NOAA. Also, you may find situations where all three LAT/LONs for an aid – the observed, the Light List and the charted – are different. In these cases submit reports to both Coast Guard and NOAA. From the credibility viewpoint, include all of the quality data described in the Guidelines for taking and reporting a Fix. (I am in the process to put the "Chart Updating Training Guide" on the web for everyone to use as reference).

Private Aids are a different story. Many private aids in other districts of the US are not charted and/or



**DSO REPORTS CONTINUED ON PAGE 15**





are not in the Light List. In general, regulatory aids are not listed in the Light List and are not charted. In many cases, lateral private aids may be charted depending on the available space on the chart. Lateral private aids are usually published in the Light List. Usually, fixed lighted private aids are charted and are listed in the Light List. In District 13 we have all regulatory and private aids listed and charted.

Sometimes you may find private aids that are not permitted or maybe not shown on charts yet. In this case, these aids would not be listed on any Coast Guard or NOAA document. The owner of the private aid must submit a permit application to the DPW (Department Prevention Waterways) to legalize the aid. If the private aid is fixed, it also requires a permit from the USACE – US Army Corp of Engineers. It is not enough to report the existence of a non-permitted private aid to the Coast Guard, you need to identify the owner of the aid in an unobtrusive manner, so the Coast Guard can make contact and advise the owner of the laws regarding private aids.

If you can find out the owner of a non-listed private aid, refer them to Tim Westcott, USCG PATON manger, at 1-800-982-8813, X-7285. He will then be able to start the proper application process to integrate those aids into the Light List and can be shown on a NOAA chart after submitting chart-updating data through your DSO-NS-13, which is presently me.

Hopefully, you now understand why discrepancy reports about federal Short Range Aids to Navigation and Private Aids should not be reported to NOAA. In fact, it is useless to NOAA and it just causes extra work and cost, which is certainly not what your mission is about. If other organizations make such reports, it goes toward their credibility. NOAA had instructed the Auxiliary that they do not want these reports.

Always keep our goals of Prevention, Accuracy, Credibility, Professionalism and Service to the Coast Guard in mind!

## DSO-Member Training: By Garrison L Bromwell

Change

Sometimes seemingly the only constant is change. Member Training is not exempt from change --- just like the “real world” the Auxiliary is in a constant state of flux. We are a diverse and spread out organization working in an environment where often we can’t do what we really want to do and we have to adapt, innovate, and change to meet varying conditions.



Consider testing, that necessary evil when we finish a course or a training regime. Some testing can only be done in person with the auditor observing, asking questions based on what is going on right then, etc. The Qualification Examiner does just that when certifying operational members ---that kind of testing will not change when it’s necessary. However we have already seen movement to other kinds of testing -- E-Testing to be precise. A Coxswain who needs to take his or her 5th year Navigation Rules Test can do so at any time from their computer, the results are instantaneous, and most importantly the passing score is posted in Auxdata immediately so the Coxswain’s qualifications are not affected. The Operations Policy exam for those striking for Coxswain is also handled the same way. Both of these are open book tests -- astute members will use the find function in Adobe to look up answers by windowing between the test and the material --- using the test as a learning process which is really what it’s all about.

How about Proctored tests? The Proctor has to be in the room with the member taking the test, the Proctor enters his or her password and the test commences. The member may not use outside material or Adobe, but that’s the only difference. Only tests for AUXOP courses and the initial Navigation Rules





Test (Series 70) are closed book proctored tests -- all others are open book. And now, all Proctors are automatically "test administrators" - the new term for E-Proctor - assuming they have a log on for the E-Directory.

Web based delivery of courses is also on the horizon. Most of the ICS courses (with the exception of 210/300) are web based -- read the material, answer interactive questions, and then take a test. Again a key benefit is the Email notification of a passing grade. This material is easily delivered to anyone with an internet connection (broadband works best), it can be taken at any time, and is self paced.

So what about workshops and seminars? Why should an instructor need to trek all the way to the hinterlands (not to pick on Montana but it's a long way from point A to point B out in Big Sky Country)?

DHS Secretary Napolitano has challenged the Department to reduce costs and work smarter. There are ways --- Corey Christensen (an intern in the DIRU-AX office) and I have been experimenting with low cost (essentially free) internet video conferencing. Sure the quality isn't spectacular but video, power point presentations and Adobe files all come across as well as two way voice and visual (if both computers have cameras --- something that most newer laptops come equipped with). We could, for example, easily do any workshop presentation -- meaning a member in Seattle could conduct a workshop for members in Montana (or vice versa) for nothing. Computer training is another feature --- the "presenter" can show anything on the desktop on the screen of those who are logged in -- "here -- I'd like to show you how to enter this in Auxdata..."

If one or more members can't be at a meeting, they can hook in via video conferencing, they can even participate if they have a microphone on their computer (again -- a feature of most laptops) or could participate by typing comments. This might require a revision of the standing rules to allow electronic participation and voting --- in my mind a minor issue. Given the climbing price of gasoline and airline tickets this is probably the wave of the future.

Corey and I will be setting up some live demo in the near future to see where this technology can take the Auxiliary. I'll continue the discussion I started about Electronic Testing and broaden it to include video conferencing. Some key points have already been raised -- one comment was to the effect that the Auxiliary doesn't provide good computer training -- a point that the National Staff in Member Training has already acknowledged and indicated that it should happen.

Change -- we are constantly changing and evolving. If we manage change properly it just keeps us moving forward.

### **DSO-Publications: By Patrick Wills**

This column is a compilation of thoughts from division newsletters published previously:

**First:** When we think of writing for publication, it is not uncommon to think of the greats that have won the Pulitzer Prize such as Ernest (Ernie) Taylor Pyle, or Nobel Prize winners such as John Steinbeck. Such luminaries not only inspire us by their gifted use of the printed word but they also teach us profoundly about a world we may not be familiar with. Unless you were a GI sharing the foxhole with Pyle or Bill Mauldin, then you did not know that world from anything beyond what they gave us. And yet, millions of American know Willie and Joe's world because of the skills shared by these amazing people. Without Steinbeck, the dust bowl depression is forgotten history. With his books the depression becomes a timely reminder for modern families.

You might think "But I am only a low man on the totem pole, I have no skills with pen and ink! Why should I "tell the story" of my USCG Auxiliary service?" Well I can answer that complaint in just a one







CG name and example: Alex Haley! Alex was a college dropout who entered the USCG as a mess-boy, became a 3<sup>rd</sup> Class Steward (when that was the only road open to a black person) and after WWII became a Chief Petty Officer in journalism. I'm sure 20 year old Alex never dreamed he would one day receive a Pulitzer prize for his family history story "Roots" and later become editor for the Reader's Digest yet he did. He did this by not seeing himself as low man on a totem poll, he believed he could write and so he did. He told his story and we as a people are richly blessed because he did.

DIRAUX has asked time and again for each of us to "Tell the Story" of your service in the Auxiliary. We need your Flotilla's story, your Division's story, the tales of events and activities that only you can tell. Without each member of the Auxiliary taking it upon themselves to do what Andre asked by sharing their words and photos, the history of D13 will be lost forever. Remember, history is what gets written down, not what really happened. If you want the History of the Auxiliary in D13 told accurately, then each of us needs to "tell the Story" and give it to your FSO-PB, SO-PB or DSO-PB for publication.

**Second:** So what is an appropriate item for your unit newsletters? Can you use copyrighted material? These are good questions worthy of thoughtful answers.

Lets get the second one out of the way first as it is the easiest to answer. Yes, you can use copyrighted material in a newsletter or other publication IF YOU get written permission from the copyright holder. Under the **Fair Use** doctrine: "in United States copyright law that allows limited use of copyrighted material without requiring permission from the rights holders, such as use for scholarship or review. It provides for the legal, non-licensed citation or incorporation of copyrighted material in another author's work under a four-factor balancing test." The factors to be considered are:

1. the purpose and character of the use, including whether such use is of a commercial nature or is for nonprofit educational purposes;

2. the nature of the copyrighted work;
3. the amount and substantiality of the portion used in relation to the copyrighted work as a whole; and
4. the effect of the use upon the potential market for or value of the copyrighted work.

The fact that a work is unpublished shall not itself bar a finding of fair use if such finding is made upon consideration of all the above factors. This all boils down to allowing you to cite a work in an article or even use a portion of the work as a point in the story. If you want to use a substantial portion or all of a copyrighted work in your publication, you need to request permission from the copyright holder. Now when the article you use comes from a USCG source, you don't have copyright problems. If your story comes from a newspaper for example, you must contact the paper to get permission to use the article. In most all cases you will find newspapers are very willing to grant permission when you give them proper citation in the newsletter.

What can you run in your newsletter? Well just about anything that is relevant and of interest to the Auxiliary can be run, provided it supports, educates, encourages, entertains, or in any other way promotes the service and its activities. It is not appropriate to run stories that attack or cast an ill image of the USCG, its leadership, functions, or programs. You can run stories, cartoons, pictures, poems, training instructions or most any other material that meet the positive purposes for your publication. Be mindful that politically directed pieces are generally not advisable. It is against USCG principles for members of the service (including the Auxiliary) to make statements on national policy or policy makers. This does not mean you cannot disagree with policy or politicians, it just means you don't publicly disagree in uniform or as an official member of the USCG Auxiliary.

Cartoons that lampoon the daily life in the Guard can be wonderful but are quite different from political cartoons that belittle or smear the Coast Guard for a special interest reason. Your publication is your





voice and face to the world. Use it to recruit, retain, and develop the membership of the Auxiliary. The more you make this face an attractive, well designed effort, the more likely you will have a readership that responds positively to your efforts.

### **DSO-Public Education: By Keith Harding**

#### **District 13 Children's Program**

I would like to take this opportunity to bring everyone up to date on the development of the Children's Program. About 7 or 8 years ago a group of people from several flotillas met to discuss and develop ideas for Auxiliarists working with kids. Through those discussions the following became clear:

Auxiliarists interact with kids in many venues other than the classroom. Venues such as Safety Booths, Boat Shows, Safety Fairs, Parades, Play Days, Scout Jamborees, Boat Ramps, etc.

We needed to identify teaching objectives and prioritize those objectives and goals based on the time available, by the type of venue, and by the children's age.

We needed to identify written materials that are available, the cost, the sources, and the availability.



We needed to identify and develop activities, strategies and equipment/materials to present the information.

Also, several years later, one of the original goals of the RBS (Prevention) Department was to develop a unified Children's Program Curriculum.

The result of these efforts was the District 13 "Children's Program" curriculum guide booklet that was distributed in early 2008. Every Flotilla received a copy. We have recently refined and revised the booklet and are attempting to have it printed professionally. In the meantime, it is available on the District 13 web site. Take a look and try some of the ideas.

Sue Stiller is the ADSO-PE for Children's Programs. Sue and I will continue to work to develop materials to help the Flotillas have effective boating and water safety education for children. Please contact us with your questions, ideas, and comments.

### **DDC-RESPONSE: By Joseph McClain**

Last issue of BUOY 13 I submitted an article about surface operations matters of concern. This issue my situation has changed, COMO Nicholas fell ill this spring and asked to resign due to ill health. I was appointed to take his place as division chief. As a result of this appointment COMO Fred Bell was appointed to take my place as DSO-Operations. In the other three departments we also have excellent leaders in John Warner, DSO-Aviation, Frank McJunkins, DSO-Communications and Joe Baney, DSO-Navigation. This week Joe Baney was able to have CDR(RET) Pam Chelgren-Koterba added to his staff as ADSO-Navigation. Pam brings to the department a background of experience as NOAA officer with many years in chart updating and marine surveying.

I am pleased to find a department staffed by such an experienced set of leaders. Each one is experienced and has a set of ADSO's to complement their skills and experience. With this team we will be able to address the changes that are coming in this era of adjustment as predicted by our Commandant, Admiral Allen. We, like all the other parts of Team







**DSO REPORTS CONTINUED FROM PAGE 18**

Coast Guard are faced with expanded demands and reduced budget. We are addressing this in each division with a positive attitude that we will prevail.

Surface Operations is adjusting its operating procedures and schedules to more closely dovetail into the needs of the Active Duty operations. Our goal is to reduce or eliminate overlap and holidays in our auxiliary and active duty patrol coverage. This will better perform our mission of RBS as well as SAR and security.

Air Operations is likewise scrutinizing each mission to achieve the maximum effectiveness in our support of search and security as well as the logistics part of our mission.

Communications is working to solve the problem of major changes in communication equipment and narrow band changes mandated by the NTIA. With that we are addressing the needed changes in training of our communications people to better perform our mission of assisting the operations group in patrol communication in the eastern and southern parts of our district. In turn we will be better able to support the active duty both in operations support in watch standing and provide an enhanced capability to supplement them in the event of emergency needs.

Navigation is working to enhance our ability to assist effectively in such missions and Bridge and PATON inspections as well as increased effectiveness in chart updating.

## AUXNET REPEATERS BACK ON LINE

*Cory Christiansen,  
Aux Intern*

After a year long shutdown of the United States Coast Guard Auxiliary Network (AUXNET) radio repeaters in Seattle due to conflicting frequencies, one repeater is now back up and fully functional.

ADSO-CM Lee White along with his wife Mandy White and DSO-CM Frank McJunkins reconfigured the first of three AUXNET repeaters on the roof of the Henry Jackson building and restored service to the Seattle area. This was the first of three repeaters that are to be turned on in the next few weeks.

The AUXNET is a backup radio network which allows for communication with both the Auxiliary and the Coast Guard. In areas with a large Coast Guard presence, the AUXNET provides both a support and backup role. In the case that the Coast Guard frequency is jammed, the AUXNET provides a fully-functional alternative.

To find out more, visit the USCG Auxiliary Web site. The USCG Auxiliary is open to all US citizens over the age of 17. A security background check is required before an applicant is accepted. Visit the USCG Auxiliary Web site <http://join.cgaux.org/> to start the process.



*ADSO-CM Lee White and DSO-CM Frank McJunkins above, Mandy White observing from down below.*



*Radio Signal from base station or hand set reaches repeater. A radio repeater is a combination of a radio receiver and a radio transmitter that receives a weak or low-level signal and retransmits it at a higher level or higher power, so that the signal can cover longer distances without degradation*

## SURCHARGES WILL HELP BATTLE AQUATIC INVASIVE SPECIES IN OREGON

By HENRY MILLER  
*Statesman Journal*

The just concluded 2909 Oregon legislative session passed a number of bills that will affect boaters.

During the waning days of the session, a bill that imposes surcharges on all boats motor and nonmotor, including rafts and other people powered craft 10 feet or longer was approved.

The surcharges are \$5 every two years for power boats that already are subject to registration fees, \$5 per year for manually powered boats 10 feet or longer and \$20 for a motor boat brought into the state by a nonresident.

Those who operate nonmotorized boat oriented businesses, from kayak and canoe rentals to white-water outfitters, also would pay flat fees: \$30 per year for six to 10 boats, \$55 for 11 to 20 boats, and \$100 per year for 21 or more boats.

Money raised will go to the Aquatic Invasive Species Prevention Program. The Marine Board and the Oregon Department of Fish and Wildlife will use the money for education programs and for training, equipping and dispatching mobile inspection teams.

The measure passed without the support of the members of the Oregon State Marine Board. "...The five member board of the Marine Board directed staff that a fee increase at this time would be counterproductive, it would hurt already declining boat registrations, and they didn't want to pursue that," said Randy Henry, an operations policy analyst with the Marine Board.

The Marine Board, the five appointed members who set boating rules for the inland waters of the state, directs the operations of the agency, also named the Marine Board, which implements them.

House Bill 2220 looked much different by the end of the session, Henry said. "That was quite an evolving process, because 2220 was part of a larger concept to



*Paddlers cruise in the Siletz Bay National Wildlife Refuge. Non-motorized boats as well as boat rental businesses and whitewater outfitters will pay higher fees starting Jan 1.*

fund and gain authority for border check stations," Henry said about the original proposal.

One problem came into play early on, he said.

"We started working the authority piece through the process, and we figured out in about February, I think it was, that it was just unconstitutional," Henry said about mandatory stops. "You just can't do check stations in Oregon.

"California has it, Utah, Idaho, Washington have it. But we just could not do it in a way that was acceptable."

So the bill morphed into a voluntary inspection program, with the direction from the board that fees not be pursued, he said.

"And then at the last minute, Sen. Vicki Walker (D-Eugene) asked the agency to figure out a way to fund inspection stations...She was looking at a way to fund a program," Henry said.

Money raised from the resulting surcharges will be used to pay for mobile inspection teams throughout the state "that will have equipment and training and all of the connections with (Oregon State Police) and other law enforcement to work hot spots and high profile areas and borders, if we need to." The surcharges go into effect Jan. 1.

Other new laws affecting boaters include:

House Bill 2583, which will be implemented in concert with HB 2220.

**SURCHARGES CONTINUED ON PAGE 21**



## SURCHARGES CONTINUED FROM PAGE 20

It's an effort to keep invasive aquatic species such as invasive weeds, zebra and quagga mussels out of the state, and to prevent the spread of those already here.

"That wasn't something that we introduced, but it was something that kind of carried over from the '07 session," Henry said. "That's the one that requires that your boat be free of aquatic species before you launch it.

"And that's going to take some significant outreach to get people up to speed on that."

HB 3497, which allows for premium gasoline (91 octane or above) to be sold without ethanol as an additive for use in certain types of engines.

Oregon's current 10 percent ethanol blended gasoline requirement has wreaked havoc with boat engines and fuel tanks as well as power equipment ranging from lawn mowers and all terrain vehicles to leaf blowers and chain saws.

- HB 2079, which requires that all occupants of a water craft be wearing approved life jackets when navigating whitewater of Class III or greater.

On the International Scale of River Difficulty, Class III is rated as requiring advanced scouting, with lots of high waves, rocks and eddies that require experience and expertise in maneuvering.

The bill wasn't introduced by the Marine Board, and wearing life jackets is a common practice among those who choose to take on such waters, Henry said.

One bill that did not come to pass would have required boats without motors to be registered. It sank with nary a ripple barely three months into the session.

"That didn't come from us, and it died early," Henry said. "It really called for some high fees. And it was more than people wanted to take on."

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## HISTORY SOARS IN PORT ANGELES

*By Virginia Thomas, Flotilla 82*

*(My husband, Stacy Richard Thomas, is a Boatswain's Mate 1<sup>st</sup> class stationed as the Executive Petty Officer on the 87 foot SWORDFISH. This July we are transferring to the USCG Training Center in Yorktown, Virginia. He will be an instructor at the National Aids to Navigation School. While there, I plan to attend graduate school to receive a Masters in History.)*

This past winter, I had the privilege of spearheading a historical project with USCG Group/Air Station Port Angeles, Washington to archive, preserve and display their significant artifacts. The six-month project included 352 preserved items, over a hundred of which

are on exhibit in five new display cases with the rest properly stored in ten archival boxes. A complete digital archive was also created including images, measurements and descriptions of each item. Finally, a copy of this electronic gazetteer was sent to the U.S. Coast Guard Historian and the local historical society for posterity.



*One of 5 display cases that preserve USCG history made by Virginia Thomas for Port Angeles AS. USCG AUX photo*

As an Auxiliarist married to an Active Duty Coastie, it can sometimes be a challenge getting involved in every place we are stationed. I've taught boating safety, conducted vessel safety checks and even served as an Ombudsmen. When we reported to Port Angeles, however, I was instantly drawn to the dusty museum cases located in the Group/Air Station's administration building. At our previous unit in Alaska, I had the chance to learn archiving and

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## PORT ANGELES CONTINUED FROM PAGE 21

conservation protocols while working at the local museum. I knew I could transform the cases into engaging displays, preserve Coast Guard history and fine-tune my skills. This was my way of contributing as an Auxiliarist, thus keeping with the tenet of supporting the Active Duty side.

I submitted a proposal last Fall that was enthusiastically supported by Captain Scott Pollock (CO), CDR Erik Langenbacher (XO) and Group personnel in general. Four cases were located on the main floor, and various crewmembers gave daily support while going about their duties and thankfully not tripping over any of my equipment. I also coordinated with the Museum Property Custodian, LT Justin Hunt, who had an inventory of some of the items that had been labeled as government property. Most items, however, were not on an official property list and could have over the years easily 'walked off.' This is a crucial concern with undocumented historical artifacts at all U.S. Coast Guard units. Now every archived item is tagged with a unique identifying number whether on the official property list or not.

The five displays are organized by subject: Air Station, Small Boat Stations, Lighthouses, Cutters and Equipment/Uniforms. Items in the exhibits are now mounted in handcrafted museum props that support and position them for optimal viewing. In two cases near windows, copies of photos printed on lightfast paper are used instead of the originals. Furthermore, a fourth order



Fresnel lens thought to be from Burrows Island was reposition away from the entrance and surrounded with a simple protective wood and rope barrier.

One of my favorite items is a Surfman's jacket from 1917 worn by Prentice M. Clark while at the Baaddah Point small boat station

(now Station Neah Bay). The Chief patch on the sleeve designated him a Number One surfman as the rank of Chief was not authorized in the Coast Guard until 1920. Another artifact is a pen and ink

drawing of the "cussin' duck" emblem painted on planes when the Air Station opened in 1935. On the back was an explanation that the new pilots were not used to the local damp weather. This emblem is now thought to be the first patch in the U.S. Coast Guard. There is also the visitor's log for New Dungeness Light Station dating from 1895 to 1986 with the last entry showing the traced handprints of the departing keeper's children. Also in the collection are two U.S. Lighthouse Service platters and a U.S. Revenue Cutter plate along with a thirteen piece silver utensil set. In addition, there is a large collection of original photos and many other noteworthy artifacts.



*Virginia Thomas, FI 82 with CDR Langenbacher (XO) and CAPT Pollock (CO) at CGAS Port Angeles on 29 April as she is awarded the CG Auxiliary Commendation Metal. USCG AUX Photo*

On April 29<sup>th</sup>, I was awarded the Coast Guard Auxiliary Commendation Medal for my efforts to preserve history at Group/Air Station Port Angeles. The certificate cites how "the historical provenance of these irreplaceable items has been properly preserved and displayed or archived for future generations." I am very proud to have played an important role in the unit's history while stationed here with my husband. My greatest hope is that crewmembers can take a few minutes out of their hectic schedules to peruse the exhibits to remember their heritage and think about the manner, no matter how small, they are contributing to U.S. Coast Guard history. For I would gamble even Medal of Honor recipient Douglas Munro never knew what historic role he would fulfill while mowing the lawn at his first unit: Air Station Port Angeles.



## FOLLOWING UP!

*BOSN2 Stephen Jones, Operations Training Officer*

Summer has arrived, the weather has turned nice and boaters have taken to the water. Yet not a month removed from National Safe Boating Week the Coast Guard has seen numerous boating accidents, some including fatalities. The one thing that stands out is many of the boaters were not wearing PFD's.

While the Auxiliary is great at promoting PFD wear in many of its missions, one area I see that could "drive home" the point of wearing a PFD is to follow up with local media outlets after a story has run in a newspaper or online about a boating accident. Just recently the Bellingham Herald ran a story of a cap-sized boat in the Bellingham area where two boaters were not wearing a PFD and the Coast Guard had called off the search. What a great time to have your Public Affairs Staff Officer follow up with an Auxiliary article about PFD wear and boating safety classes in your area.

Following up would help the Auxiliary in several ways. First, we would have another opportunity of getting the wear your PFD message out to the public and then we would have opportunities to promote Boating Safety classes which would lead to recruitment.

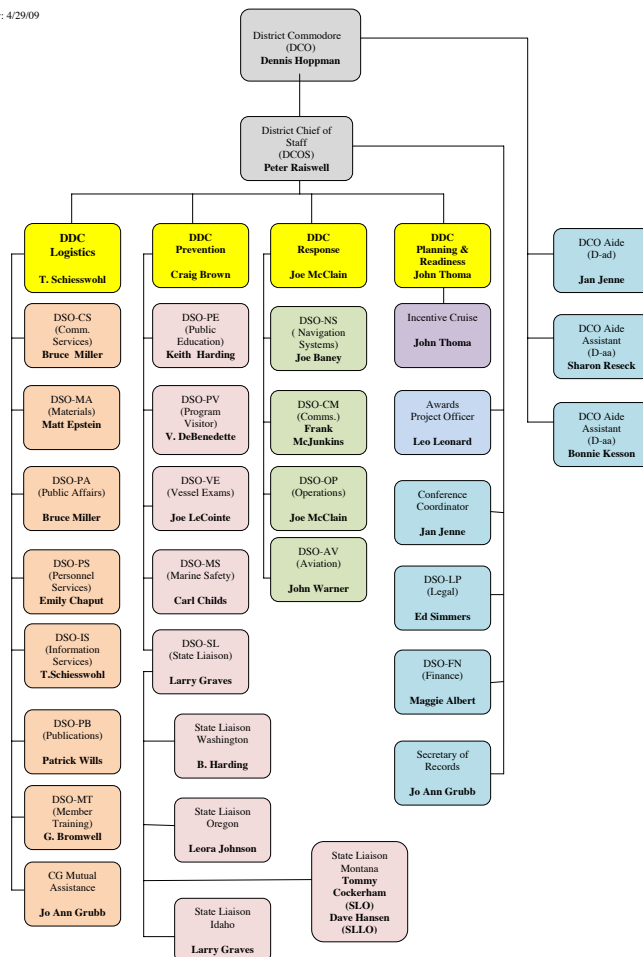
I encourage everyone, not just your Public Affairs Staff Officers, to help find the stories and follow up. To help you get started I have created a Forum in MII <https://www.chds.us/?special/info&pgm=Maritime> "News articles related to PPE" where I post articles from the District PA Staff and any articles I find from local media. Have a Great Summer and Be Safe on the Water.



*Press interviews are not just the job of command or even the PA Officer. Here Petty Officer 2nd Class Richard Magana, is interviewed by a reporter with Fox News, about USCG activities. (U.S. Coast Guard photo/Petty Officer 3rd Class Cory J. Mendenhall)*

USCG Auxiliary D13. District Staff 2009

rev: 4/29/09



## COAST GUARD DAY ACTIVITIES

Coast Guard Day, August 4<sup>th</sup> is the 219<sup>th</sup> birthday of the service. Historically it is celebrated with picnics with food and drink, games, and other sorted entertainments. It is a great excuse to have a party with your friends. All active duty, Reserve, Auxiliary and CG civilians and their families are invited to come out. Across District Thirteen there will be opportunities for some of us anyway to join in (if you live close enough that is).

**CG DAY CONTINUED ON PAGE 32**

## WITH AN EYE ON BOISE

*Larry Graves, SLO-ID*



Idaho BLA, Dave Dahms and myself's new program CCS (COMMUNICATE, COOPERATE & SHARE ASSETS) has really reaped benefits for the State and the CGAUX the last 3 months. As stated in the last quarterly report about the CGAUX and IDPR (Idaho Department of Parks & Recreation) identifying our assets and melding those assets together. We can get more for our buck and enhance our relationship working together for our same goals of Safe Boating. As a result of this program, we had a workshop meeting on February 19<sup>th</sup> in Boise as mentioned in the last report, with Division 11 (Southern & Eastern Idaho) and Division 8 (Northern Idaho) Commanders and their respective SO-PA and SO-PE with IDPR Dave Dahms & Kim Jackson (IDPR PE Coordinator) and me. The work shop was 8 hours with round table discussions.

The great thing about this meeting was that IDPR furnished the Airplane tickets and lodging for the 3 Division 8 members from Northern Idaho to attend. They also furnished the meeting facility and lunch meal for the meeting. We have decided to have two of these meetings a year and our next meeting is scheduled for 19 November again in Boise.

For the 1<sup>st</sup> time we shared the same booth at the Southern Idaho Boat Show with great success. IDPR paid the booth fee also.

Both Divisions in Idaho have used the IDPR PWC simulator on numerous occasions at sporting and boating shows the last 3 months.

Idaho Parks & Recreation Departments annual State wide "Marine Deputy Academy" (MDA) was April 21<sup>st</sup> & 22<sup>nd</sup> with 5 Division 11 Facilities and 14 Auxiliaries for their on the water training. It was well organized and executed by the MDA Staff and the Auxiliary.

Idaho passed a law this year that requires all boaters (resident & out of State) to an Invasive Species sticker and all boats motorized and non-motorized

boats 12' and larger. With 90,000 brochures mailed out to registered boaters, they have been swamped in processing the stickers to be mailed out. IDPR ask the AUX for help in stuffing envelopes. Several Division 11 members helped the 3, 4 & 5 June and the following week. Part of our CCS program.

Both Div 8 & 11 have done over 250 vessel exams so far this year. They should do over 500 to 600 VE's by the end of the boating season. Both Divisions have given 6 ABS classes and 1 BS&S class so far this year.



Division 11 is supporting the Ada County Marine Deputies in patrolling for the Iron Man Triathlon on June 13 with 4 AUX Facilities. All six Flotillas in Idaho are very busy with patrols, ramp VE's, on the water training and QE sessions for several Crew and Coxswain qualifications.

I have been invited by Dave Dahms, BLA-ID to participate in the 3 day WSBA Conference here in Boise this month. Dave is the President of the WSBA this year and is the Sponsoring the conference. I also attended the District 13 & 17 RBS Conference the week of 23<sup>rd</sup> of May in Astoria, OR. That Conference is a very valuable Conference for net working the BLA's & SLO's from the 5 States involved.

Sincerely,

**SLO REPORTS CONTINUED ON PAGE 25**



SLO REPORTS CONTINUED FROM PAGE 24



## HEART OF THE BEAVER STATE

*Leora M Johnson, SLO-OR*

My last report dealt with the Oregon State Marine Board's Pre-Season Law Enforcement Training Conference, which was partnered with the national IAMI (International Association of Marine Investigators) conference. I made it a point to network with marine deputies in areas where we are trying to build Auxiliary presence.

Also in March, ICS-210 sessions were held in all three divisions, bringing a number of coxswains current. I attended the Division V meeting in Florence, which was preceded by several training opportunities. The DVCDR and I also visited a flotilla in the Division that was just getting back on its feet.

The Oregon State Marine Board held its annual Law Enforcement Academy (OMLEA) for new marine deputies on Devils Lake in Lincoln City this year, based at the B'nai Brith Camp. Nine OPFACs crewed by seventeen Auxiliarists assisted with the training by providing various scenarios for the new deputies to practice completing safety inspections. (We make good "bad" boaters...)

In addition to the nine surface vessels, which included one kayak (also an OPFAC), there was one mobile radio facility; plus, the Emergency Command Post (ECP) from Sector Portland came down with three more Auxiliarists and two active duty from Station Portland to drill and monitor communications on the water.

USCG Station Depoe Bay provided personnel to demonstrate pyros to the group, and USCG Group/Air Station North Bend gave a helo demonstration, lowering a rescue swimmer to the lake followed by a basket retrieval then a harness retrieval. Several OPFACs provided a safety parameter.

The deputies executed their swimming tasks at the public swimming pool in Lincoln City, and also had an opportunity to tour USCG Station Depoe Bay.

This academy was a great partnership between the Oregon State Marine Board, the USCG, and the USCG Auxiliary. Auxiliary facilities came from various parts of the state: Portland, McMinnville, Nehalem, Bay City, Newport, and Coos Bay, with Auxiliarists expending more than 700 man hours over the five days.

The current MOU between the Coast Guard and the State of Oregon is being reviewed at this time.

There are a number of boating related bills coming before the Legislature this session, ten of them address nuisance species.

Forthcoming activities include various kick-offs for the boating season: wooden boat shows; Opening Day Ceremonies and Boat Parade in Portland, Loyalty Day Parades in Newport and Ilwaco; regattas, proclamations planned for NSBW, safe boating classes, safety booths, and various VE days. The Southern Area conference is planned for May 15 -17 in Eugene. Flotillas are working together to assist each other with major events.

A meeting concerning Oregon's mandatory public education program is scheduled for May 21 in Salem.

Despite the economic situation, there seems to be a number of boaters on the water already...perhaps they are boating at home instead of other areas, so we may have a very busy summer, depending on the weather and fishing restrictions.

## WEB 2.0

DCAPT Dean Wimer

Face book, You Tube, My Space, Flickr, Wikipedia, Blogging, Wikis, --- all terms you hear bout in on the internet, on TV and in various news media. What is the entire buzz about? A new way of networking, socializing and sharing of information! They are part of the latest use of technology that is a transforming force that is moving companies across all industries towards a new way of doing business by incorporating openness, user participation and networking. These and other recognizable names are all part of a system called Web 2.0

One of the contributing features of Web 2.0 was the rise of blogging. The blog is a personal home page in diary format and/or daily opinion columns. What makes Web 2.0 different from general Web pages is not the pages but the links.

"A link to a weblog is expected to point to a perennially changing page, with "permalinks" for any individual entry, and notification for each change." (O'Reilly Media)

"Web 2.0 is a phrase coined by O'Reilly Media in 2003 and popularized by the first Web 2.0 conference in 2004, refers to a perceived second generation of web-based communities and hosted services — such as social-networking sites, wikis and folksonomies — which facilitate collaboration and sharing between users." (O'Reilly Media)

"Web 2.0 is the business revolution in the computer industry caused by the move to the internet as platform, and an attempt to understand the rules for success on that new platform." O'Reilly Media

The Department of Homeland Security states that Web 2.0 is a "growing knowledge base built by Center for Homeland Defense and Security participants (CHDS), alumni and staff." It grows as participants contribute their knowledge. Concepts and words added can cover many areas of interest.

Web 2.0 is harnessing collective intelligence, turning the system into a global brain. It is like the ongoing "brain chatter" in our brain. As a reflection of conscious thought and attention, the Web is having

a powerful effect. In other words, the more you use it the better it gets!

Wikipedia is an example that harnesses the collective intelligence of the participants.

In his fascinating book, *New Yorker* columnist James Surowiecki explores a deceptively simple idea that has profound implications: **large groups of people are smarter than an elite few, no matter how brilliant—better at solving problems, fostering innovation, coming to wise decisions, even predicting the future.**

NextGov Technology And The Business Of Government Published the following; located at:

[http://techinsider.nextgov.com/2008/09/commandant\\_to\\_coast\\_guard\\_lead.php](http://techinsider.nextgov.com/2008/09/commandant_to_coast_guard_lead.php)

### Commandant Exhorts: Figure Out Facebook

BY ANNE LAURENT 09/24/08 05:51 pm ET

This post was updated Sept. 25, 2008, to correct an error in the name of the Coast Guard's national Security Cutter.

The message couldn't be clearer: Coasties need to start social networking, right now! Yesterday on YouTube, in his firm, ramrod straight-arrow style, Coast Guard Commandant Thad Allen ordered his entire service, and especially its leaders, to get into Web 2.0, double time. See it here first:

We're going to see very shortly in the Coast guard a revolution on how we deal with information management in the new social media, or as some people would call it the Web 2.0," Allen announced. "We need to understand that this is a permanent feature of our environment and we need to understand how to operate in it."

"It's critically important that senior leaders in the United States Coast Guard understand what technology is doing today, how it is changing, how we must change with it."

Allen apparently has been on Facebook for several months. He announced an upcoming series of messages from senior Coasties about what he called "social media Web 2.0." The CIO will talk about infra-

**WEB 2.0 CONTINUED ON PAGE 27**



## WEB 2.0 CONTINUED FROM PAGE 26

structure and technologies. Public Affairs staff will address policies regarding content both in official statements and in how Coasties interact with their leadership.

He emphasized that in all communications, internal, with the public and among one another, Coasties must adhere to what he called "[the guardian ethos](#)," developed during his term at the helm. Regarding social networking, Allen said, "We need to take care of each other, watch our backs and watch our people."

Ironically, Allen's Web 2.0 dictum came as he declared bloggers are not legitimate news media outlets. According to Wired magazine's "Danger Room" blog, that's part of the reason the Coast Guard [denied](#) Freedom of Information Act requests from two of them. Allen's blogger comments came, surprisingly, during a Sept. 22 bloggers roundtable teleconference. Coast Guard-focused bloggers have been seeking test results from the new National Security Cutter Bertholf.

Allen's not alone in exhorting federal officialdom to wake up and get connected. Bob Gourley, former chief technology officer at the Defense Intelligence Agency, wants CTOs to get with it, too. "Get engaged in social media (if you are not already). That means Facebook, Plaxo, LinkedIn, and Twitter (especially Twitter-- it really changes your mind)," he writes on his blog, [CTO Vision, in a Sept. 17 post entitled, ominously, "Is Your CTO Making You Stupid?"](#) (The blog's very good, BTW, especially for Nextgov readers.)

So, if you think wikis and blogs and Facebook and MySpace and virtual worlds are all just momentary fads you can ignore, probably best to start thinking again. Or even changing your mind. Or maybe dipping in a toe. Fast.

Commandant Allen has directed that the Coast Guard use the technology. Our Director of Auxiliary has a secure site where we can have serious discussions and develop plans for our collective benefit. It will allow the posting of information at a one central location! That site is located on a very prestigious site, the Naval Postgraduate School Center for Homeland Defense and Security!

This site is called the "Maritime Information Initiative" and is pass word protected so that the public can not observe our discussions while each Auxiliary member can have a voice in our program. To get your pass word follow the following:

Please use these steps to join into MII (Maritime Information Initiative) Go to: <https://www.chds.us/?special/info&pgm=Maritime>

You will get an email with your Password and instructions telling you how to get into the Moodle course (Moodle is the software program hosting MII)

You will receive a pass word and will be allowed to review forums and make comments. Certain forums will allow only Executive Committee Members (EX-COM), or "QE" or other specified groups to make entries. Members with pass words will be allowed to start new discussions topics.

You will be asked if you want to subscribe, allowing automatic e-mails to you when new posts are added to your discussion topic. There are many ways that you can structure the information for your viewing. You can make replies to another members posting, allowing for a discussion to take place.

This will be a site for positive ideas and suggestions. When you state a concern, you also can state your suggested solution. This site is where we can work out solutions and make plans for the future. Our director wants the District Auxiliary to work issues here instead of via e-mail. Discussions can be tracked from beginning thru to completion!

Within the site, members can start and work on a **Wiki** (*Web site that allows visitors to make changes, contributions, or corrections*). You can start a project, and others Auxiliarist can log in and make changes or additions until all are satisfied that it is agreeable to all. This is a way for you to take part in the decision making process on Flotillas, Divisions, and District activities. There are locations for Discussion Groups from different regions in the district. Locations for DIRAUX personnel to post information or discuss an issue.

Moving to the MII or Web 2.0 is going to happen.

## WEB 2.0 CONTINUED ON PAGE 28

The Commandant has stated that we need to interface this way. Our Director of Auxiliary is committed to implementing and using the process! All issues will need to be worked here and not on e-mail. We the members of the Auxiliary must stretch ourselves and embrace this improvement! We must be progressive and forward thinking!

This site is already a repository for Auxiliarist of the week award documentation. It is already working issue such as funding and budgets for 2009. Copies of Reports, District Goals, Travel Calendars, QE issues, Uniform Up Dates, Uniform Exchange information, Memorandums of Understanding, Auxiliary Innovations, Transfers, AUXDATA Questions, Certification Procedures, Areas specific discussions, OTO's Training and Ops items, Citizens Action Network information, PPE inventory and Issues and other information as needed

This will be the one location where everything can be placed and be available to members. One central storage and resource base! All in one location!

Every Auxiliary officer and member needs to secure a pass work and start communicating through this media.

An example of how this site has already worked for our benefit: On January 4, Dan Cary of Flotilla 62 was recognized as Auxiliarists of the Week. A photo and write up of the information was stored on the Auxiliarist of the Week site within MII. Dan and his flotilla received and e-mail notification of the award. However, an intern working in DIRAUX found the posting and sent it through the Coast Guard's Pier system to the Daily Astorian News paper.

We have a tool that makes our duties easier to accomplish with more satisfaction and success! We need you to become part of our intelligence base to build a better and more effective Auxiliary and Recreational Boating Safety force!

Dean Wimer, DCAPT-S D13

## USCG LICENSING COURSES DISCOUNTED.

*AUX e-News*

New partner, Mariners School, offers USCG Captain's License Courses in an on-line format. Mariners Learning System T is an exclusive suite of online courses that offer a great solution for students that want to earn their Captain's License, however, due to personal time constraints, need the additional flexibility online learning offers. For the 25% discount being offered to Auxiliary members, go to: <http://www.shopauxiliary.com/>. Click on Members Only and log in; then click on the Mariners Learning System logo.

## JOURNALISTS ARE LIKELY TO ASK SIX TYPES OF QUESTIONS IN A CRISIS

*(Who, What, Where, When, Why, How) that relate to three broad topics: Members being interviewed need to be prepared for more than just the big six!*

- (1) What Happened?
- (2) What caused it to happen?
- (3) What does it mean?

### Specific questions include:

- 1) What is your name and title?
- 2) What are your job responsibilities?
- 3) What are your qualifications?
- 4) Can you tell us what happened?
- 5) When did it happen?
- 6) Where did it happen?
- 7) Who was harmed?
- 8) How many people were harmed?
- 9) Are those that were harmed getting help?
- 10) How certain are you about this information?
- 11) How are those who were harmed getting help?
- 12) Is the situation under control?
- 13) How certain are you that the situation is under control?
- 14) Is there any immediate danger?
- 15) What is being done in response to what happened?
- 16) Who is in charge?
- 17) What can we expect next?



- 18) What are you advising people to do?
- 19) How long will it be before the situation returns to normal?
- 20) What help has been requested or offered from others?
- 21) What responses have you received?
- 22) Can you be specific about the types of harm that occurred?
- 23) What are the names of those that were harmed?
- 24) Can we talk to them?
- 25) How much damage occurred?
- 26) What other damage may have occurred?
- 27) How certain are you?
- 28) How much damage do you expect?
- 29) What are you doing now?
- 30) Who else is involved in the response?
- 31) Why did this happen?
- 32) What was the cause?
- 33) Did you have any forewarning that this might happen?
- 34) Why wasn't this prevented from happening?
- 35) What else can go wrong?
- 36) If you are not sure of the cause, what is your best guess?
- 37) Who caused this to happen?
- 38) Who is to blame?
- 39) Could this have been avoided?
- 40) Do you think those involved handled the situation well enough?
- 41) When did your response to this begin?
- 42) When were you notified that something had happened?
- 43) Who is conducting the investigation?
- 44) What are you going to do after the investigation?
- 45) What have you found out so far?
- 46) Why was more not done to prevent this from happening?
- 47) What is your personal opinion?
- 48) What are you telling your own family?
- 49) Are all those involved in agreement?
- 50) Are people over reacting?
- 51) Which laws are applicable?
- 52) Has anyone broken the law?
- 53) How certain are you?
- 54) Has anyone made mistakes?
- 55) How certain are you?
- 56) Have you told us everything you know?
- 57) What are you not telling us?
- 58) What effects will this have on the people involved?
- 59) What precautionary measures were taken?
- 60) Do you accept responsibility for what happened?
- 61) Has this ever happened before?
- 62) Can this happen elsewhere?
- 63) What is the worst case scenario?
- 64) What lessons were learned?
- 65) Were those lessons implemented?
- 66) What can be done to prevent this from happening again?
- 67) What would you like to say to those that have been harmed and to their families?
- 68) Is there any continuing danger?
- 69) Are people out of danger? Are people safe?
- 70) Will there be inconvenience to employees or to the public?
- 71) How much will all this cost?
- 72) Are you able and willing to pay the costs?
- 73) Who else will pay the costs?
- 74) When will we find out more?
- 75) What steps are being taken to avoid a similar event?
- 76) What lessons have you learned?
- 77) What does this all mean?

Thomas Nunes  
Deputy Chief, Public Affairs Department  
U.S. Coast Guard Auxiliary



*You need the full story when facing the eye of the camera. Here Coast Guard Chief Petty Officer David Mosley speaks with a television reporter after an incident.*

U.S. Coast Guard photo/Petty Officer 3rd Class Pamela J. Manns

## A BUSY MAY FOR FLOTILLA 12 EDMONDS

*Ronald G Wendland, FSO-PB, FI12*

National Safe Boating Week and the Edmonds Waterfront Festival kept Flotilla 12, Edmonds, Wa. on the move. The plan was to start off National Safe Boating Week with our VSC Station event but that was the only date we could have the QE's we needed to qualify new crew and recertify coxswains and crew. We then opted for May 23rd to do the VSC Station for National Safe Boating Week and Memorial weekend. The Coast Guard provided a fast boat on a trailer as a backdrop and we set up in the West Marine Edmonds, Washington parking lot. We coordinated with West Marine and they did a bang up job advertising, providing equipment and co-opting on free hot dogs, chips, and soft drinks for all. The booth area was highly visible to waiting ferry traffic and we had a steady stream of visitors. We also had five boats waiting for safety checks before we opened up, and steady VSC traffic most of the day.

The next weekend, May 29<sup>th</sup> through May 31, we set up and staffed a booth at the Edmonds Waterfront Festival. The weather stayed good and we had the best traffic we've had in many years.

The results for both functions was outstanding. We talked water safety with a large number of people, signed up and did a number of vessel safety exams and registered almost 50 students for boating classes we are teaching now and in the fall. We've had excellent support from the Flotilla and it is a May to remember.



*Flotilla 12 members pose before CG Fast Boat at festival.  
USCG AUX photo*



*Flotilla 12 members hand out brochures and food with equal zeal. USCG AUX Photo*



*Flotilla 12 display booth at Edmonds Waterfront Festival.  
USCG AUX photo*



*Free hotdogs were a benefit for visiting Flotilla 12's information booth and display. USCG AUX Photo*





## MEET THE DIRECTOR OF AUXILIARY'S INTERNS

*By Alyson Andrews*

In today's economy it has become very difficult for college students to find summer internships. However the U.S. Coast Guard has hired 14 students this summer—double of what they normally take on. The Director of Auxiliary's Office has four of them, and this is the first time they've acquired any summer interns. They each come into the office with different levels of experiences, in different places in their lives, and having different interests, majors, specialties, and talents. They report under the Director of Auxiliary, LCDR M. Andre Billeaudeau. If you have a job for the interns, put in a request on the Maritime Information Initiative (MII) at [www.chds.us](http://www.chds.us) under the Aux Interns Forum

### Corey Christiansen



*Corey Christiansen*

Corey is currently attending the University of Washington and is majoring in communications and social science. He is 22 and found this internship through a friend. Corey is currently working on several public service announcements (PSAs) with Central Washington University's film school students. He also assists with many additional projects including Sector Seattle Marina Outreach and Seafair planning. The Auxiliary has caused him to become very interested in non-profit advertising and the challenge of using online social networking and collaboration tools. Corey plans to graduate this fall and immediately start his Master's Degree in Digital Media Communication. He is currently looking for further work in the government sector but will likely return to the private.

### Alyson Andrews

Alyson is a 20-year-old from Gonzaga University in Spokane, however she is a born and raised Seattleite. She will be a senior in the fall and is studying public relations and advertising. This internship fell into her lap when she was job shadowing her aunt for one of her public relations classes. Her aunt works for KIRO 7 and had a meeting with the Coast Guard to talk about advertising for Seafair, and they took Alyson's resume. The rest is history! She is currently working on a project, which takes stories with a maritime safety message and is turning them into multi media projects with pictures, media clips, and music to be presented online for education and entertainment purposes. Alyson also will be working with Seafair in July, as well as trying to reach the public about the Auxiliary via Twitter (username: @d13DIRAUX). While working for the Auxiliary, she has seen that volunteering and helping others is extremely worthwhile, and once she finishes school she'd love to help plan events to raise money to find a cure for cancer somewhere on the West coast.



*Alyson Andrews*

### Regina Lowe



*Regina Lowe*

Regina comes to us from Boston, Massachusetts. She is a 22-year-old who graduated from Westfield State College this past June with a Bachelor of Science Degree in Business Management. She found this internship through the Washington Center! Regina hopes to help plan some Seafair events during her internship. She is also currently working on a project, which uses USCG digital technology capabilities to minimize the enormous use of paper, space, and time to maintain Auxiliary personnel files. This internship has helped her to develop new skills such as conducting research, and she is gaining

**INTERNS CONTINUED ON PAGE 32**

## INTERNS CONTINUED FROM PAGE 31

experience with public affairs. After this internship has ended, she plans on finding a job in the Washington D.C. area, which combines her love of event planning and public relations.

### Erin Brewer

Erin is an 18 year old from Auburn. She will be a freshman in the fall at Western Washington University in Bellingham where she plans to major in either English or Classics. She found this internship through her dad who works at Sector Seattle at the help desk. She just recently joined the team in late June, and so her project scale is limited. However she is excellent with graphic design and wants to work on intern recruitment and auxiliary recruitment through Twitter.



Erin Brewer

We're on the web! Visit us at [www.uscg.mil/d13/diraux](http://www.uscg.mil/d13/diraux)

Sign up for the Maritime Information Initiative (MII) at [www.chds.us](http://www.chds.us)

The DIRAUX office is on Twitter! Follow us at [www.Twitter.com/d13DIRAUX](http://www.Twitter.com/d13DIRAUX)

Also check out our YouTube channel: [www.YouTube.com/user/d13AUX](http://www.YouTube.com/user/d13AUX)

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**Look who joined the world of Facebook---**>A USCG Auxiliary web site. Come on out and become a fan at <http://www.facebook.com/pages/US-Coast-Guard-Auxiliary/228659375505>

## CG DAY CONTINUED FROM PAGE 23

In the Seattle area CG Day will be occasioned on 7 Aug 2009, 11:00 - 15:00 at the Nile Shrine Golf Course and Country Club on Ballinger Way, Seattle, at their picnic area behind the Pro Shop. Cost ranges from \$6 to \$2 depending on your age and when you buy your tickets. Point of contact is Art Graddy at (206) 217-6357.

For Spokane area CG Day occurs on August 1<sup>st</sup> from 09:00 to 18:00 at Clear Lake Picnic Area number 1. Costs had not been posted by press time. Point of contact is Del Clark (509) 534-4698.

Portland will have its CG Day activities on August 7th from 11:00 to 15:00, at Sector Portland on 6767 N. Basin Ave., Portland. Point of contact is LT(jg) Ashley Carlisle at (503) 240-9339.

For Port Angeles area the Group/AirSta will hold CG Day activities on August 4<sup>th</sup> from 09:00 to 14:00 at the Air Station. There will be no charge. Point of contact is LT Jane Carley.

Also in Port Angeles FL 42 will hold a Picnic on August 15<sup>th</sup> at CG AirSta Port Angeles. Unit training will be from 09:30 to Noon on CAN with DIRAUX and LCDR Lance Lindgren followed by good eats at starting at Noon.

In Astoria the Group/AirSta will hold CG Day activities on August 4<sup>th</sup> at Cullaby Lake, Warrenton, OR. Festivities are from 10:00 to 16:00 and will cost \$4 per person. Point of contact for Astoria is LT(jg) Damon Thornton at (503) 861-6328



*Fun comes in a variety of forms on CG Day. Jonathan Bruce throws the ball that causes Coast Guard Rear Adm. Kevin Cook to fall into the dunk tank at one Coast Guard Day Picnic.*  
USCG Photo



## COUPEVILLE PARADE PHOTOS MAY 23, 2009



*Bill Fiddler - FL 63, Tillamook conducting practice VE examination at the Southern Area Training Conference in Eugene. Craig Brown, District 13 Auxiliary Director-Prevention acts as boat owner/operator. USCG Aux photo by Dean Wimer*



*Officer Snook on his PWC moves out in parade.  
USCG AUX Photo by Sherri McIntosh*



*COMO Dennis Hoppman and CAPT Myers Sector Portland from newly appointed Todd Main as Auxiliary Sector Coordinator Portland on May 16, 2009. USCG AUX Photo by Dean Wimer*



*Flotilla 17 Facility in parade.  
USCG AUX Photo by Sherri McIntosh*



*Alice DeVault, Fl 17 with Margo Vottolfson before start of parade in Coupeville, WA. USCG AUX Photo by Sherri McIntosh*



*Members of Flotilla 17 at Coupeville parade.  
USCG AUX photo by Sherri McIntosh*

## FOSTER RBS EVENT MAY 23, 2009

*Mandy White, FSO-PA 65*

In coordination with the National Safe Boating Week Flotilla 65 planned this event to heighten awareness in our area. We as a group had many things going that day. Along with the RBS side of the event we also had safety patrols and crew and coxswain training as well.

Interagency Corporation for this event was great. We had several other agencies involved with the day's event. There was the Linn Co. Sherriff's Department, Oregon State Police, Sweet Home Police Department, Sweet Home Fire and Ambulance Department, Linn Co. Park and Recreations. The Democrat Herald and the New Era of Sweet Home were our press for this event. Having so many agencies working together gave us all a chance to see the assets that we each as a group bring forth during a time when there is an emergency.

Coast Guard Helicopter 6021 and its crew gave a wonderful demonstration for the public. They performed two rescues of the dummy Oscar. First of the two was Rescue Swimmer Rob Emily free fell from the helicopter to the water to retrieve Oscar. Second came the lowering of the Rescue swimmer to the water with the cable hoist. In this simulation they were producing more wave to so the effects of high seas and the ways they use for safety for the Rescue swimmer, as well as being able to retrieve the victim in a timely manner. The demonstration lasted about 30 minutes and was very informative to the observers.

Once the helicopter landed at Sunny Side Park the public was allowed to view the helicopter and speak with the crew as well. Children and their parents from the local camping sites were very enthusiastic about the presents of the Coast Guard helicopter being there. Many questions were asked, which were answered by the Active duty flight crew. Their presents were a great extension to our event and we thank them greatly for their participation.

Our contact numbers were good for a one day event. We had 450 boaters, 200 Campers, 300 SAR Demo Observers, for a total of 950 people. There were 43 Vessel Safety checks done and 113 Packets of information handed out to the public. There were 2 Childs life vest loaned and 1 adult. There were 2 SAR missions for the day as well, which helped with the training we were all doing.

As the Public Affairs Officer of Flotilla 65, I am very please with the outcome of this event. This was my first major event to coordinate and I am greatly appreciative to all who step up in the planning and the day of this event. Planning for next years event has already begun. We hope to make this event bigger and better for the following years.





## RBS AT FOSTER LAKE WITH FLOTILLA 65



*Coxswain Dick Bielenberg, SO-PS, Div 6 going over paperwork with Roger Moles, FC, Fl 68. USCG AUX Photo by Mandy White*



*Dale Jacobs, FSO-OP giving Oregon State Police GPS coordinates for desired safety perimeters. USCG AUX photo by Mandy White*



*Phil Piazza, FL 65 doing a VE check at Foster Lake RBS activities. USCG AUX photo by Mandy White*



*Linn County Sheriff's boat 1 and Sweet Home Fire Hover craft confer during RBS activities. USCG Aux photo by Mandy White*



*Rescue swimmer hoist during demonstrations at Foster Lake for RBS with a HH-60 Jayhawk, helo 6021, from AirSta Astoria. USCG Aux Photo by Mandy White*



*Lee White ADSO-CM, explaining how to use radio call sign cards to Mel Chaput, DCDR and Eric Olson, SO-CS, division 6. All 3 are members of Flotilla 65. USCG Aux Photo by Mandy White*

## LEONARD WINS PRESTIGIOUS U.S. COAST GUARD AWARD

*Michelle Garrett - LDS Living*

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Marilynn Leonard works 12 hours a day, six days a week, serves in public affairs for both the LDS church and the U.S. Coast Guard, and has received so many awards she can't keep track of them all – and this is life after retirement. To her awards Leonard now adds the 2009 U.S. Coast Guard Auxiliarist of the Year award, which is only given to new auxiliarists who have worked for the Coast Guard for less than three years. After being one of two finalists, Leonard found out she received the award on Friday. "I'll be attending a formal ceremony in about a month," she said.

Her husband, Leo Leonard, stands in awe of her. "She's the hero of the family," he said. "It couldn't happen to a better person." Marilyn Leonard is already the winner of a number of awards for service in the Guard. Her husband said it usually takes an entire career to earn the amount of medals she has, but she's done it in just a few years. "She's been at the right place at the right time and had the capability to take advantage and perform the services that were necessary," Leo Leonard said.

Among many other things, Marilynn Leonard has been recognized for her involvement with the Citizens Action Network, that allowed for the speedy retrieval of canisters containing poisonous gas that were washing up along the Pacific Coast.

Before volunteering for the Coast Guard, Leonard taught at a number of universities, including Westminster College, University of Portland and Bowling Green State University. She has a doctorate in education and a minor in business administration, though she said business is what she ended up working in most of her life.

Leonard also won the Outstanding Small Business Award in 1982, presented to her by Pres. Ronald Reagan in Washington, D.C. Involvement in the community has always been important to Leonard, and it was through a friend she had met in the community that her and her husband ended up at a meeting about volunteering for the Coast Guard several years ago. "My husband and I went over and said, 'this is the last thing we're ever going to do with our retirement,'" Leonard said. "Then little by little we got more and more involved."

Now they both volunteer full-time as auxiliarists, primarily working with recreational boat safety matters. They perform vessel examinations, making sure "everything is ship-shape" from lifejackets to potential fire hazards. Leonard said the main thing that got her hooked on working for the Coast Guard was the helicopter rides. These helicopters take photographs of the Pacific coast to keep an eye on the more rural areas for homeland security and information purposes.

"I wasn't sure the first time I got in the helicopter that I would be able to do this," Leonard said. "I thought I would get sick to my stomach or something. Then I kind of gravitated to it and took literally thousands of pictures of our area." Her husband said he once accompanied her on one of these flights where she was strapped to a life ring and hanging almost completely outside the helicopter trying to get a difficult picture, while the vehicle was tipped at almost a 30 degree angle.

"You couldn't pay me enough to do that," Leo Leonard said. "I would have to be translated and have my calling and election and everything else to hang out a window like that, but she likes that stuff. That's why they treat her so well, she's fearless." Leo Leonard said he shouldn't be proud, but he's very pleased that his wife is receiving the recognition she is. "She's done very well," he said.

Marilynn Leonard says she had no idea she would end up working for the Coast Guard at this time in her life, or that it would be so rewarding. "And now I'm getting all kinds of ribbons on my uniform and everything," Leonard said. "Who knew I would be doing this kind of thing?"



<http://ldsliving.com/article/136830/LDS-Woman-Wins-Prestigious-U-S--Coast-Guard-Award>



To: ALAUX  
From: CHDIRAUX  
Subj: 2008 AUXILIARIST-OF-THE-YEAR -029/09

Congratulations to Ms. Marilynn Leonard of District 13 Flotilla 42 based in Sequim/Port Angeles, Washington! She has been selected as the 2008 Auxiliarist-of-the-Year. Please read the following ALCOAST message that highlights her outstanding service to the Coast Guard, fellow Auxiliarists, and the boating public.



*Marilynn Leonard during staff meeting.  
USCG Aux Photo*

FM COMDT COGARD WASHINGTON DC  
TO ALCOAST  
ALCOAST 413/09  
COMDTNOTE 1650

1. I am very pleased to announce the selection of Ms. Marilynn R. Leonard of Flotilla 42 in the Thirteenth District as the 2008 Auxiliarist of the Year.
2. Ms. Leonard enrolled in the Auxiliary in June 2006 and immediately became an active participant demonstrating tremendous enthusiasm and devotion to duty. She completed an extremely challenging battery of Auxiliary qualifications including vessel examiner, RBS program visitor, instructor, and two public affairs schools in her first year as an Auxiliarist. Moreover, in the short time since her enrollment Ms. Leonard has dedicated over 5,400 hours of service across several Auxiliary mission areas.
3. Ms. Leonard has provided extensive direct support of Coast Guard operations, strategic planning, and maritime domain awareness programs. She has worked on a wide variety of area photo mapping projects used by many federal and state agencies, and she has been an integral part of leadership councils for both the District and Air Station Port Angeles. Ms. Leonard now focuses much of her volunteer activity as the assistant Public Affairs Officer for Air Station Port Angeles, providing full time PA support for the unit. She also serves as manager of the Citizens Action Network (CAN) team for the Straits of Juan de Fuca, a unique organization that provides the Coast Guard with invaluable maritime domain awareness by closely monitoring regional coasts and waterways.
4. Displaying outstanding initiative combined with remarkable commitment to recruitment and diversity, Ms. Leonard spearheaded establishment of an Auxiliary flotilla detachment in Forks, WA. As detachment leader, she created a comprehensive unit training program and personally recruited seven new members including key regional native American tribal leaders.
5. I applaud Ms. Leonard for her exemplary performance and spirit of service. She will be recognized during ceremonies at the Auxiliary National conference in Chicago, IL on 29 Aug 09.
6. The following Auxiliarists were finalists for selection and are congratulated for their outstanding performance and achievement:
  - a. Mr. Daniel J. Garcia, Flotilla 21, D9 - Eastern Region
  - b. Mr. Eleazar Escorihuela, Flotilla 74, D7
7. RADM Brian M. Salerno, Acting Deputy Commandant for Operations, sends.



*RADM Brian M Salerno*

DEPARTMENT OF HOMELAND SECURITY

## United States Coast Guard Auxiliary

DSO-PB District Thirteen

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*Flotilla 17 at Coupeville Parade May 2009. USCG AUX Photo by David Martens, F17*